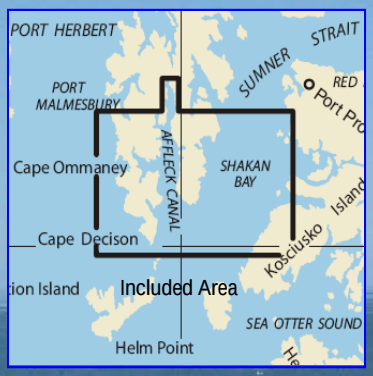
BookletChart™

Sumner Strait – Southern Part

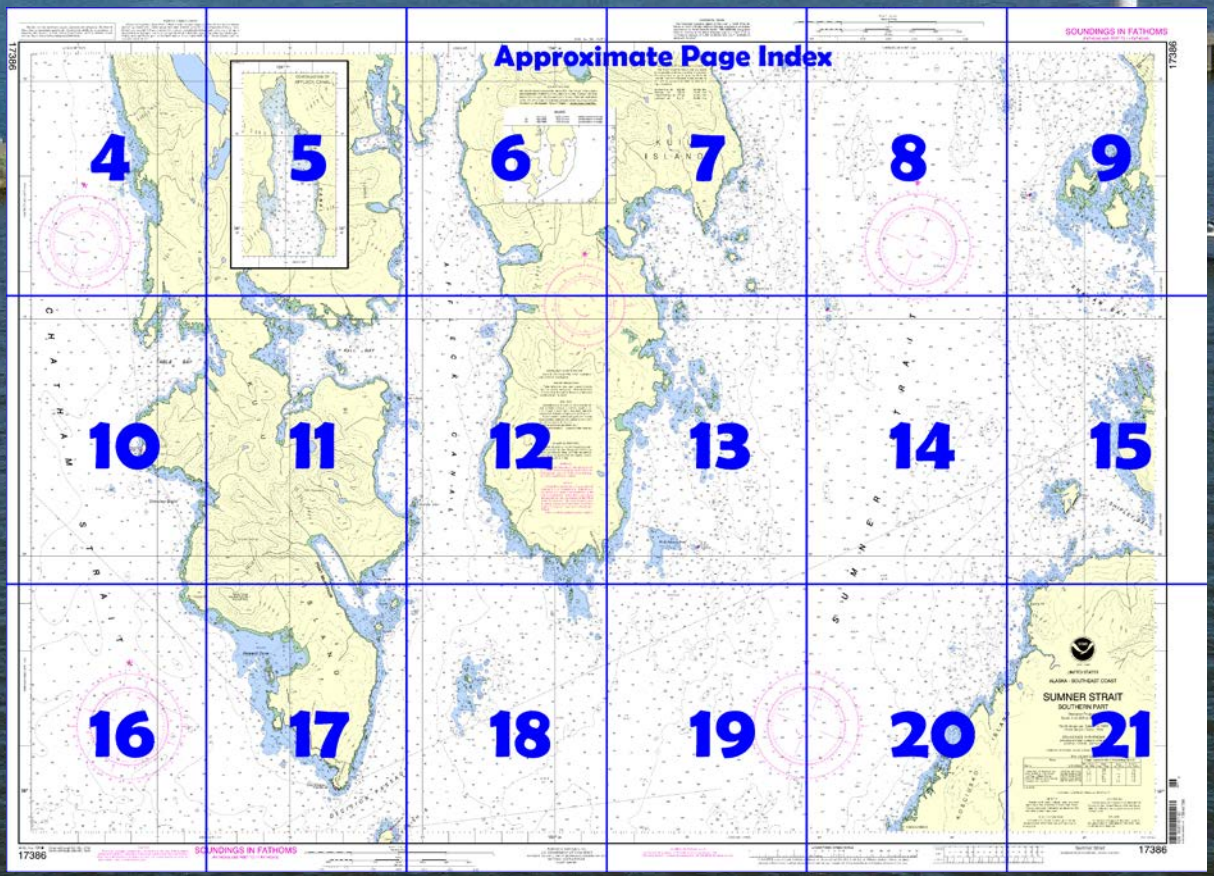
NOAA Chart 17386

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

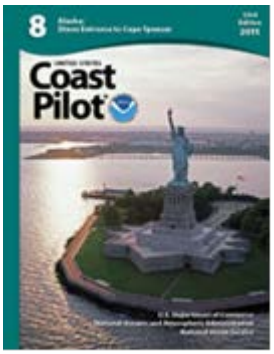
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17386.

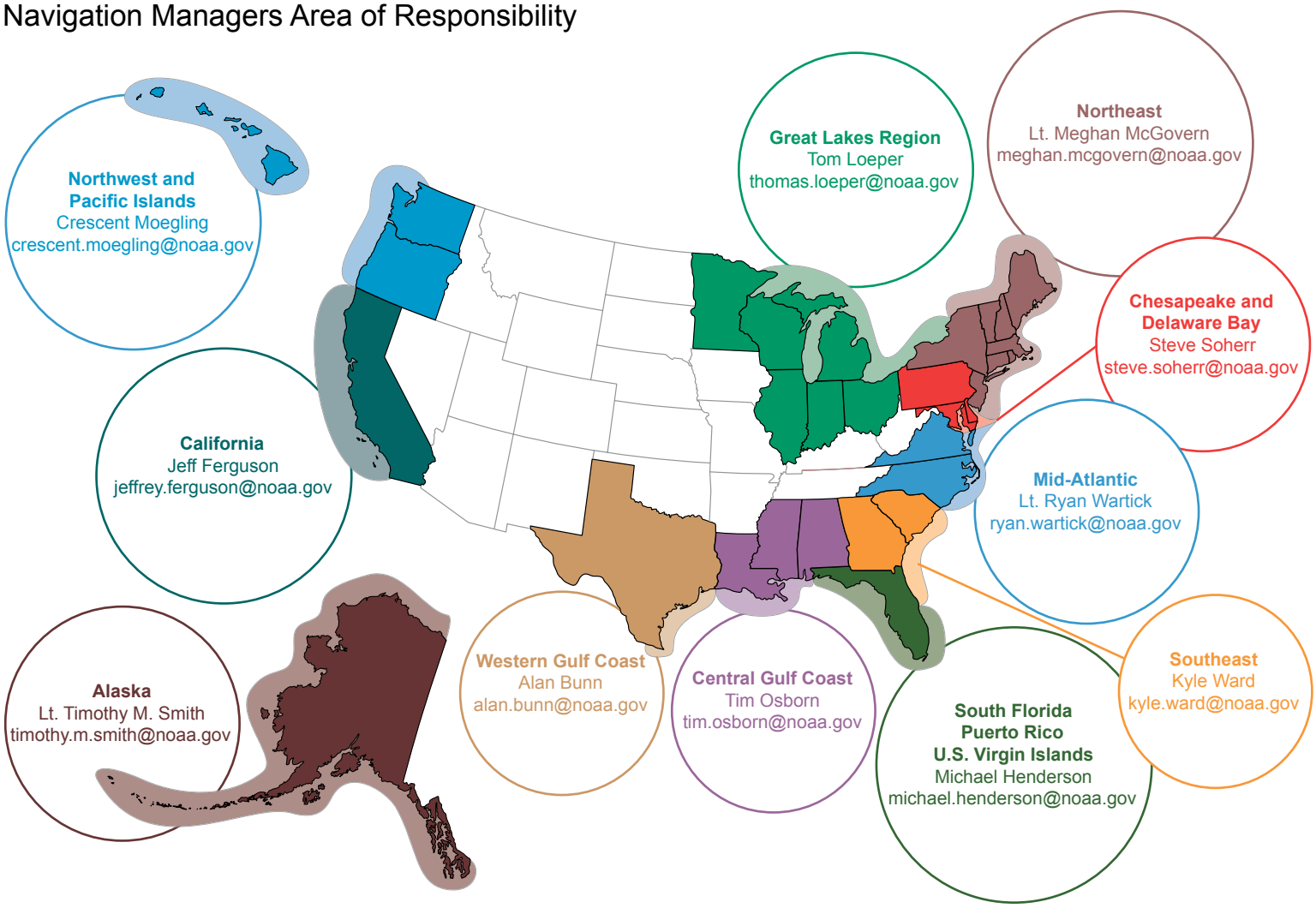


(Selected Excerpts from Coast Pilot)
Point Howard (56°04.2'N., 134°14.0'W.), on the E side of Chatham Strait about 5 miles NW of Cape Decision, consists of a detached rocky ledge back of which is a group of several bare mountain peaks, including **Mount McArthur**.
Howard Cove, between Cape Decision and Point Howard, is open to the W and is not considered a secure anchorage. The use of the cove is recommended only for small craft of not over 6-foot draft with local knowledge.
Crowley Bight, a fair-weather anchorage, is an indentation in the shoreline between Point Howard and Point Crowley. It is exposed and affords poor holding ground.
Point Crowley is a prominent headland on the E shore 8 miles NW of Cape Decision. Most of the higher peaks in this vicinity are bare. A group of rocks, which uncover at about 10 feet and on which the sea breaks at practically all stages of the tide, is about 1 mile SW from the point. The passage between the rocks and the point may be used to take advantage of the prevailing N current when northbound on the E side of Chatham Strait. Attention should be paid to the current setting W, toward the rocks, just S of the point.
Point Crowley Light (56°07'11"N., 134°15'32"W.), 45 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point.
The N entrance point of **Table Bay**, about 2 miles N of Point Crowley, consists of an island close to a tongue of lowland, which affords some shelter from the swell in the N arm of the bay. Temporary anchorage may be had in 13 to 16 fathoms, mud bottom. Favor the SE shore and take care not to anchor too close to the rocks, awash at high water, off the N shore of the arm. In the northernmost part of the N arm is a good place to beach a vessel in case of emergency. Fishing vessels generally anchor in the SE arm of the bay. At high water small craft can enter the land-locked cove on the W side of the N arm by passing between the wooded island on the N side of the cove and the rocky islet S of this island. At low water this entrance has bare rocks.
The entrance to Table Bay is marked on each side by bold, rocky bluffs that are very distinctive in color; those on the N side are dark, and those on the S side are light and show prominently when in the sun. The low gap at the E end of the bay is prominent in contrast with the high land on either side.
Warren Island is almost rectangular in shape, with numerous peaks.
Warren Peak, near the N end of the island, is snow covered from November to May. From N it shows prominently as a sharp, almost conical peak. With the exception of small stretches of sand beach in Warren Cove, False Cove, and in the two small coves in the N coast, the shoreline is a rocky shelf. Off-lying rocks that bare at different stages of the tide are from 50 to 600 yards off the W coast and about 175 yards off the S coast.
Off the S end of Warren Island are three groups of dangerous, rocky, unmarked shoals. The outermost group, about 2.8 miles S of **Boot Point**, does not show but breaks occasionally with a long heavy break at low water. Another group, about 2.7 miles SW of Boot Point, has two rocks awash, one of which uncovers 8 feet. The third group, about 1.5 miles SW of the point, has a rocky islet 15 feet high. **Alice Rocks**, with a least depth of 1¾ fathoms, are about 0.3 mile NW of the islet. Between the islet and Boot Point heavy tide rips were observed when the wind was against the current. Broken ground and shoals with a least depth of 2 fathoms were found in this area, and it should be avoided.
Point Borlase is an indefinite point at the NW end of Warren Island.
Borlase Rock, with two rocky heads that uncover 3 feet and generally show as a breaker, is 0.7 mile W of Point Borlase. A group of rocks with a least depth of 2 fathoms is from 1.3 to 1.6 miles S of Borlase Rock and about 0.5 mile offshore. A 6½-fathom spot is about 0.4 mile NE of the N end of Warren Island. A large kelp patch with a depth of 3¾ fathoms is 500 yards off the NW shore of the island about 1.4 miles NE of Point Borlase.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

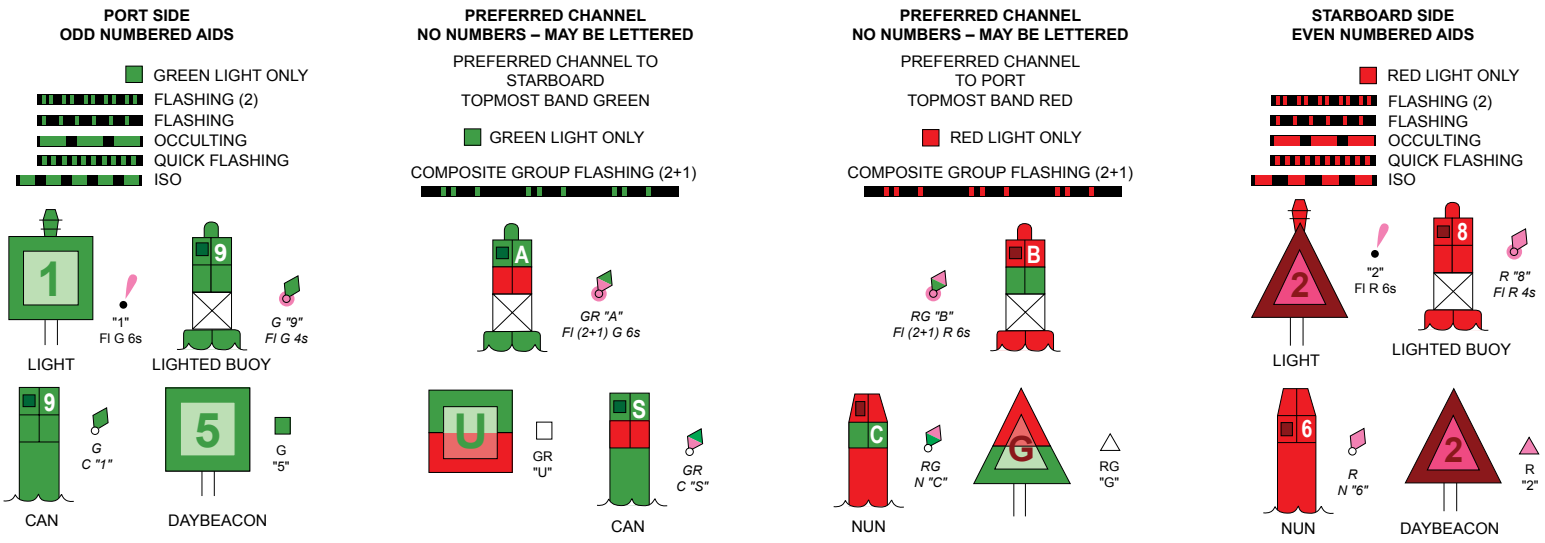


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

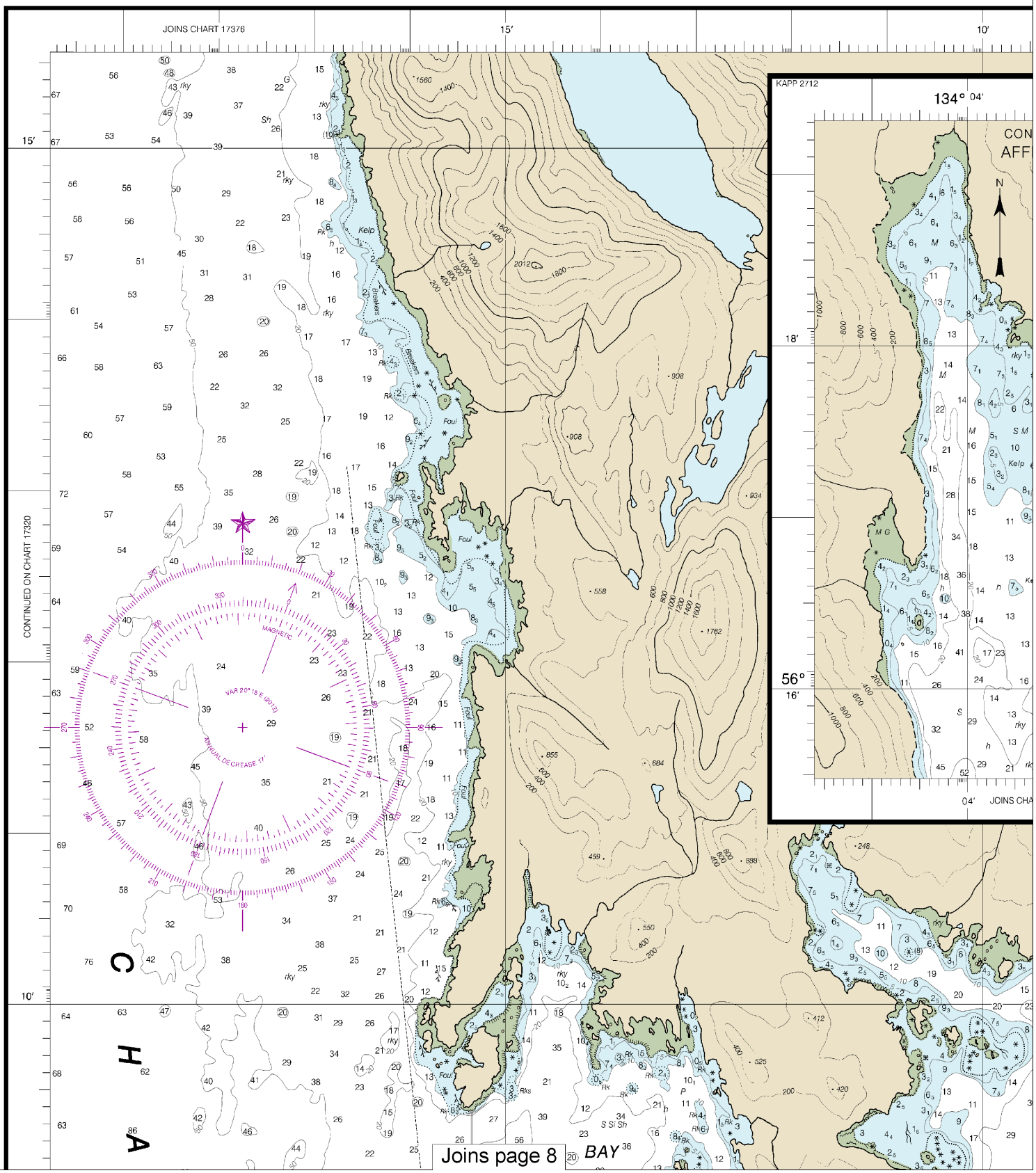
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

17386



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.358" southward and 6.271" westward to agree with this chart.

Ed., Nov. 1982 KAPP 2711

55′ 50′

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz

ent hydrographic
Surveys have been
nnels maintained
surveyed and are
tates Coast Pilot.

full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage

K U I U
I S L A N D

Beauclerc I
Fl 2.5s 30ft 6M
LT OBSC
Pt Amelius
Louise Cove
Amelius I
G "5"
Fl G 2.5s

Joins page 5

Joins page 10

MAGNETIC
VAR 20° 15 E (2012)
DECREASE 17′

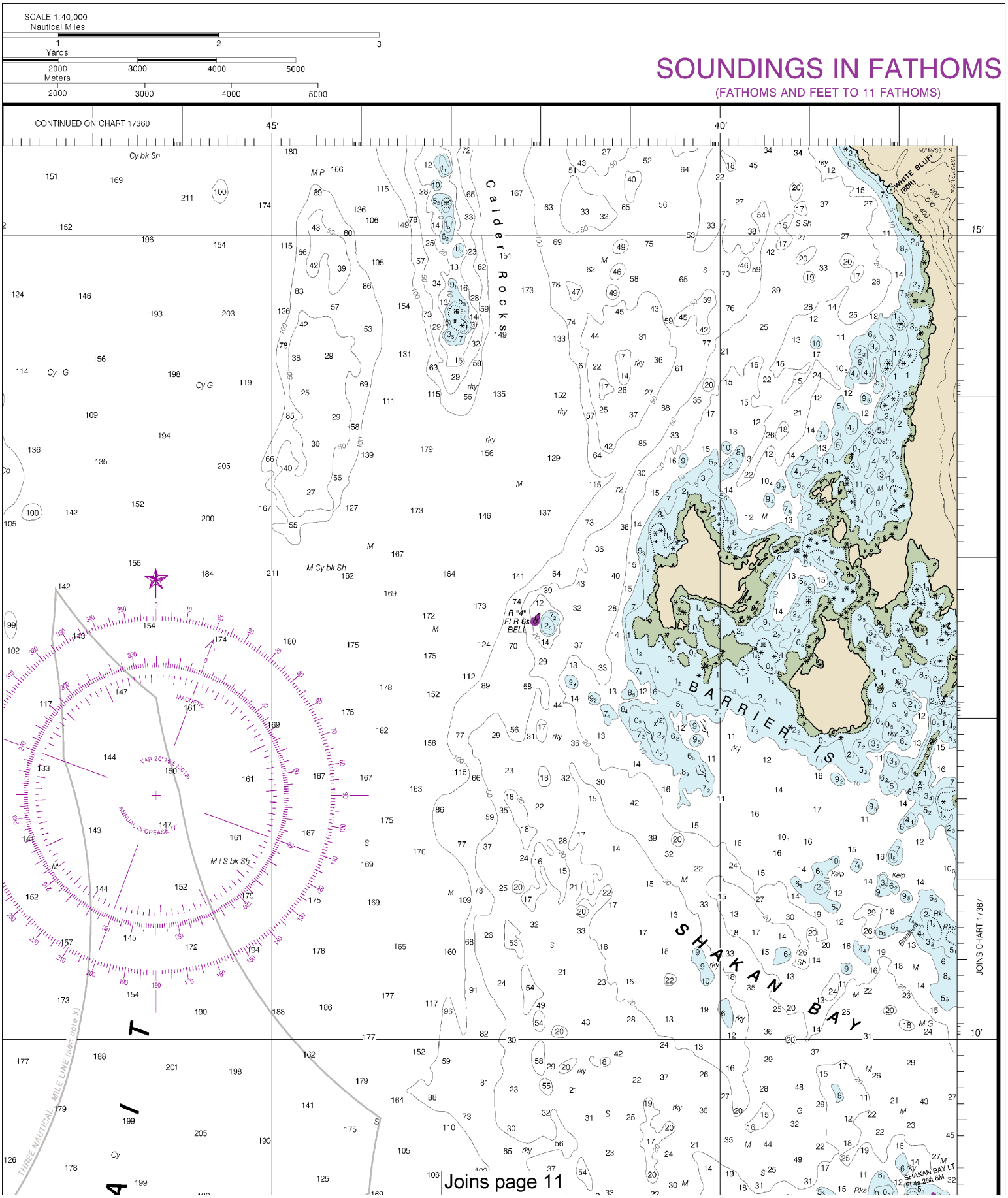
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

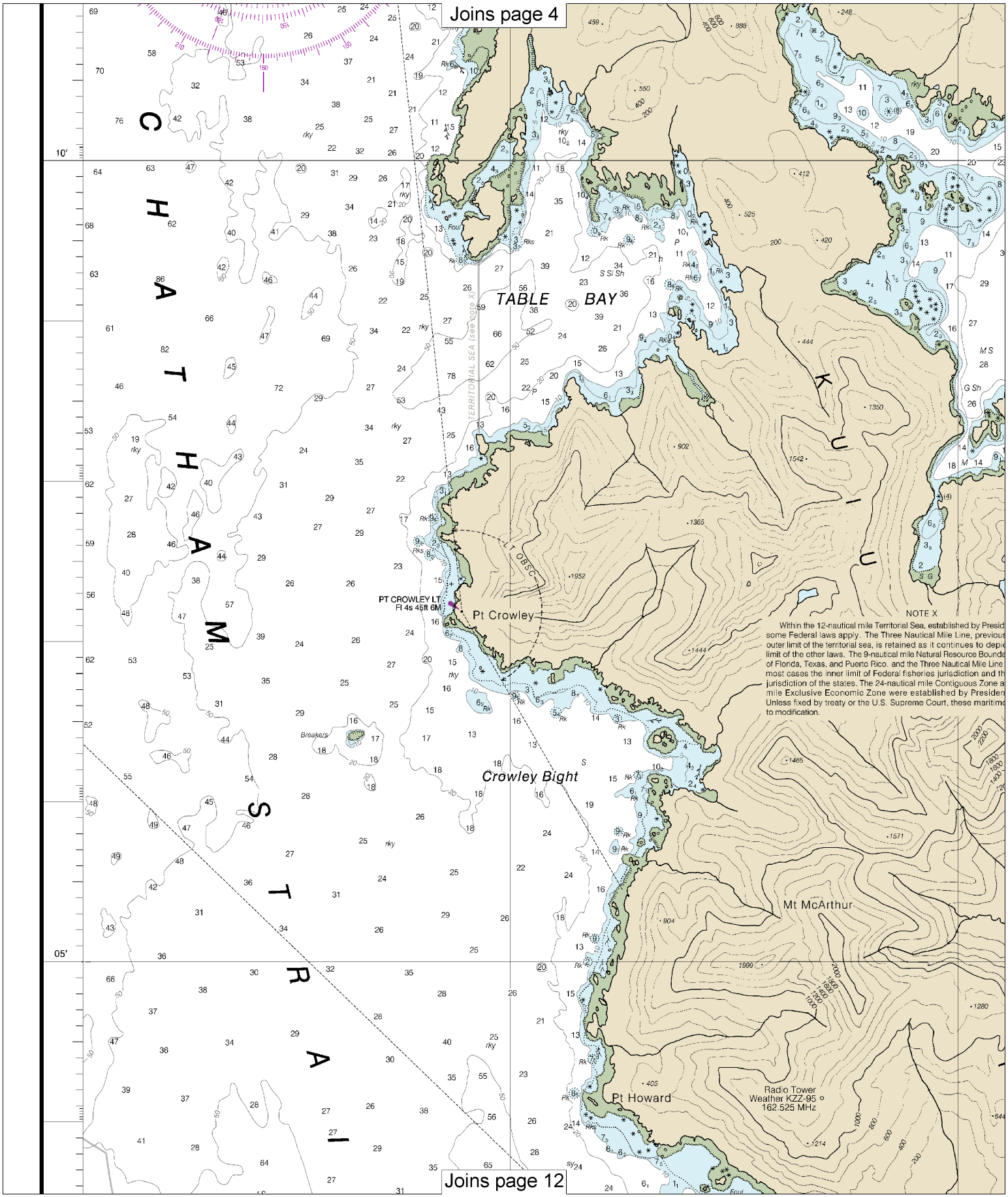
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



Last Correction: 5/13/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



8

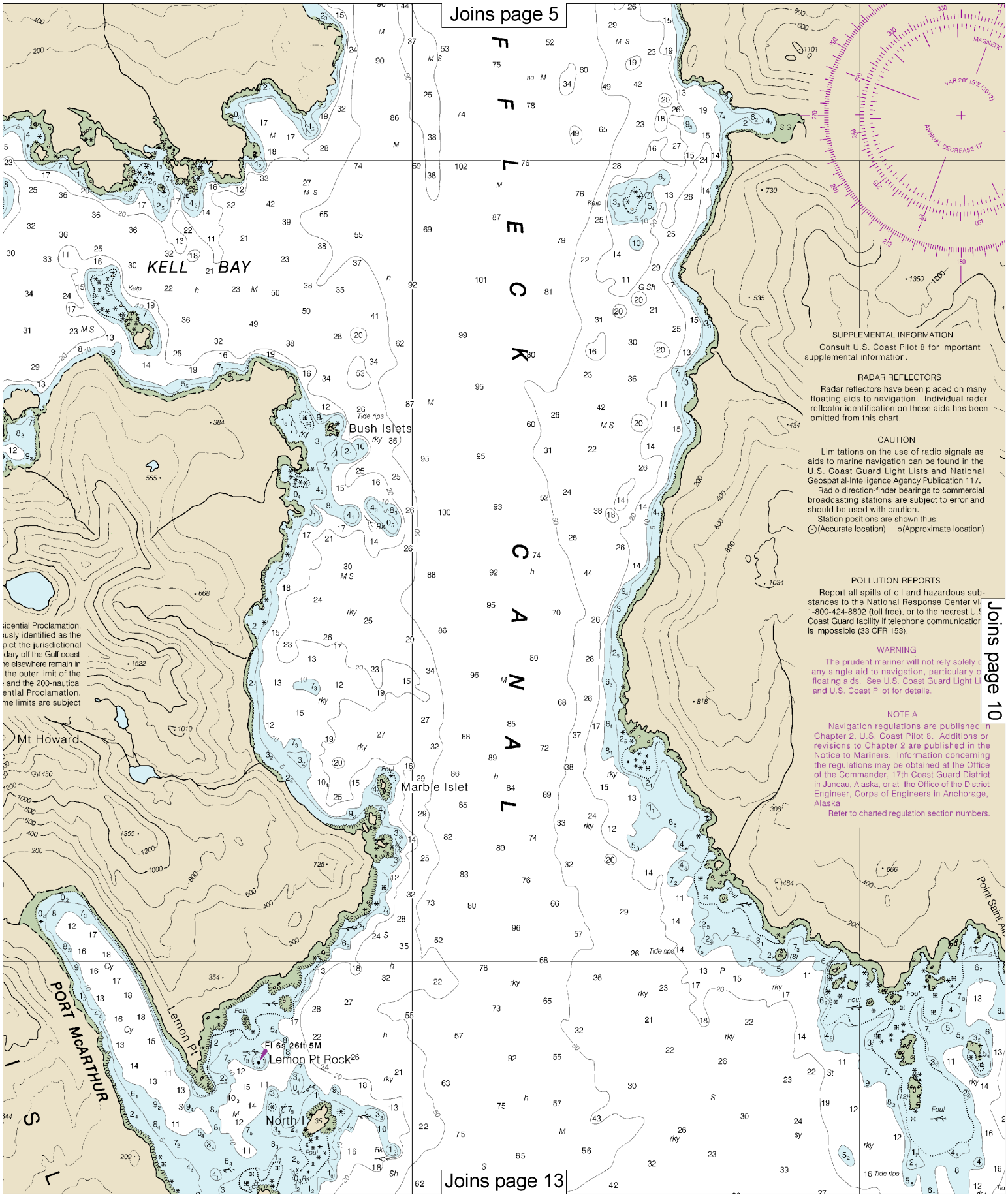
Note: Chart grid lines are aligned with true north.

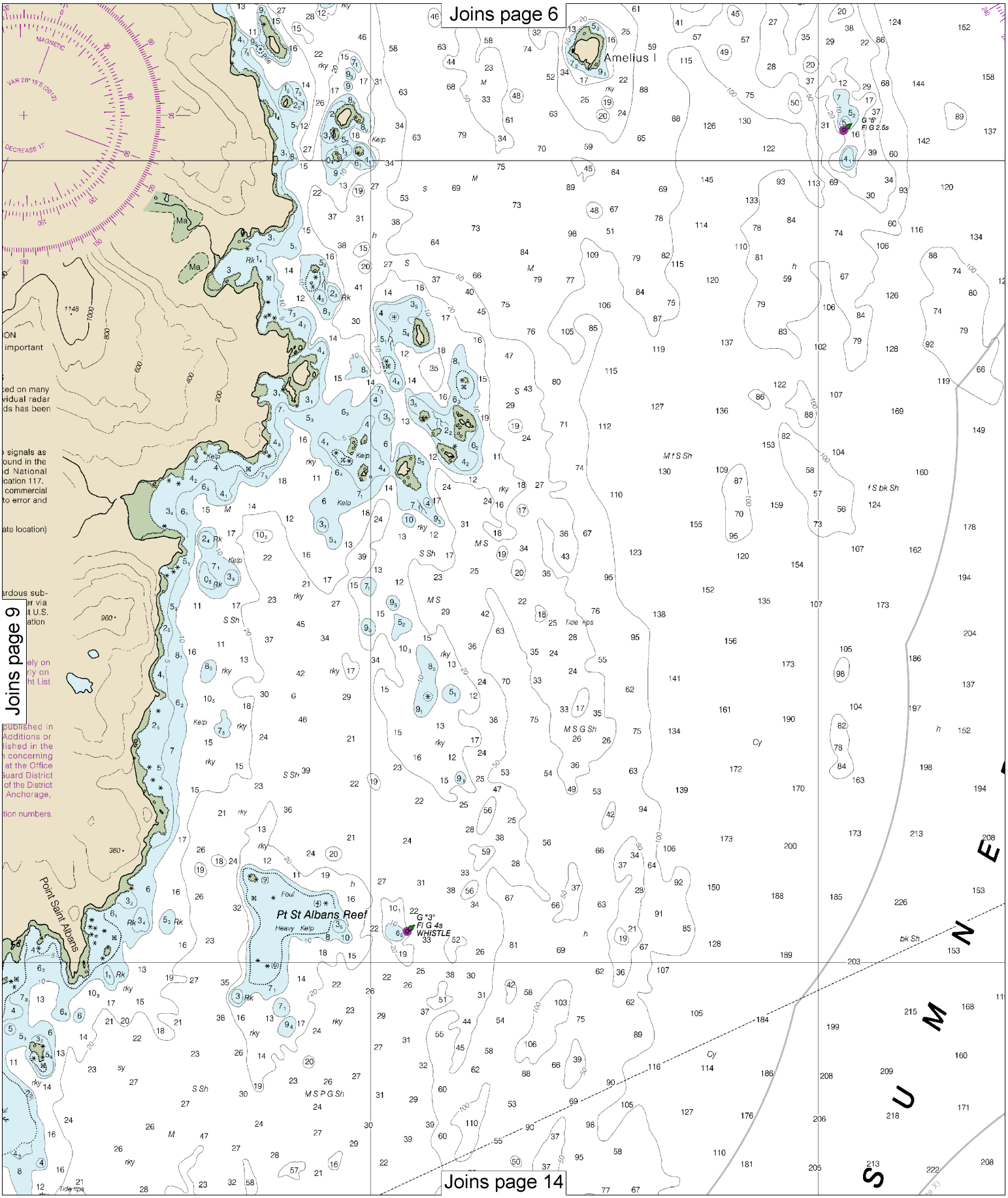
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
KELL BAY
FLECK CANAL
Bush Islets
Mt Howard
Marble Islet
PORT McARTHUR
Lemon Pt
Fl 6s 26ft 5M
Lemon Pt Rock
North I
Point Saint
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.

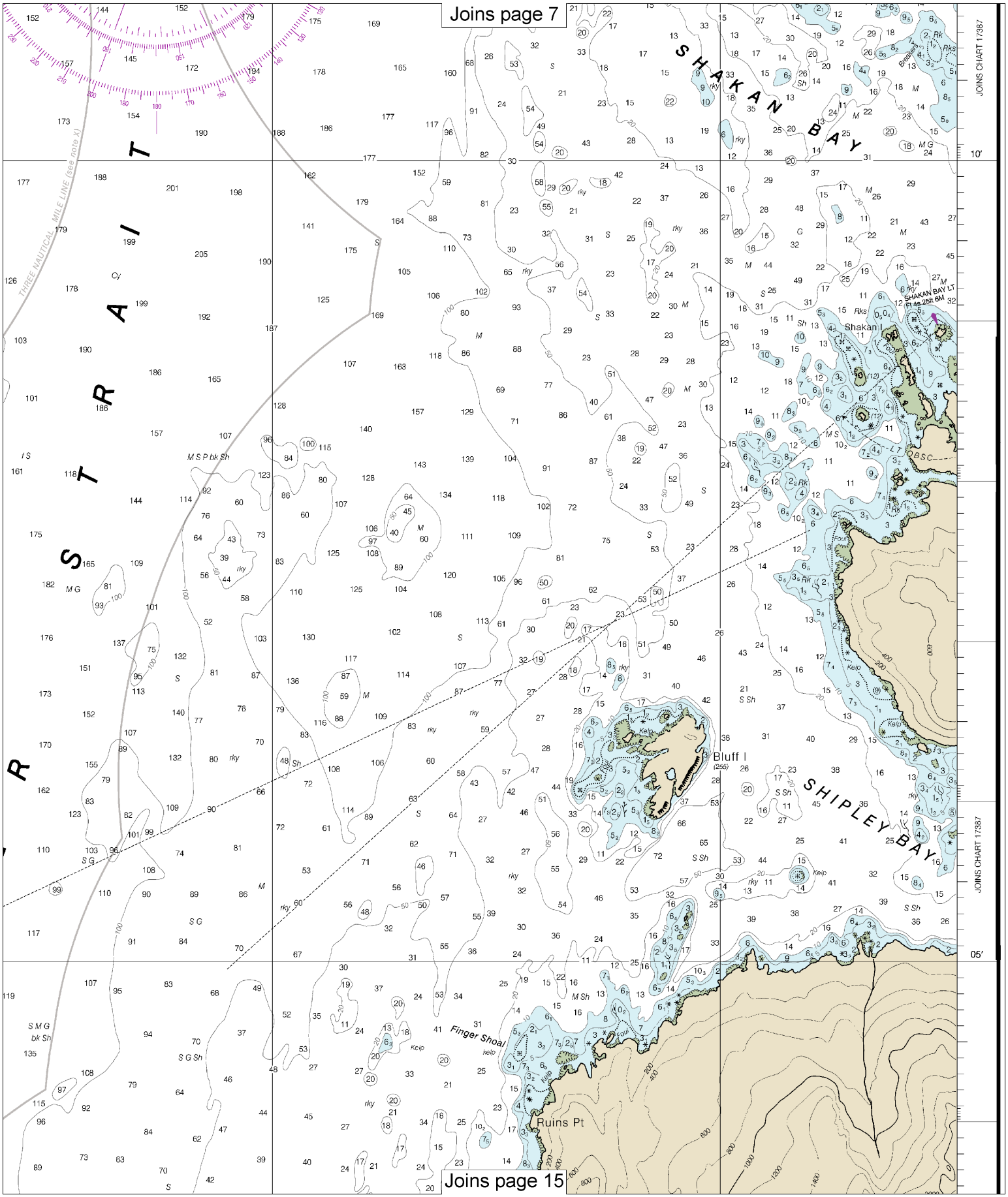
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

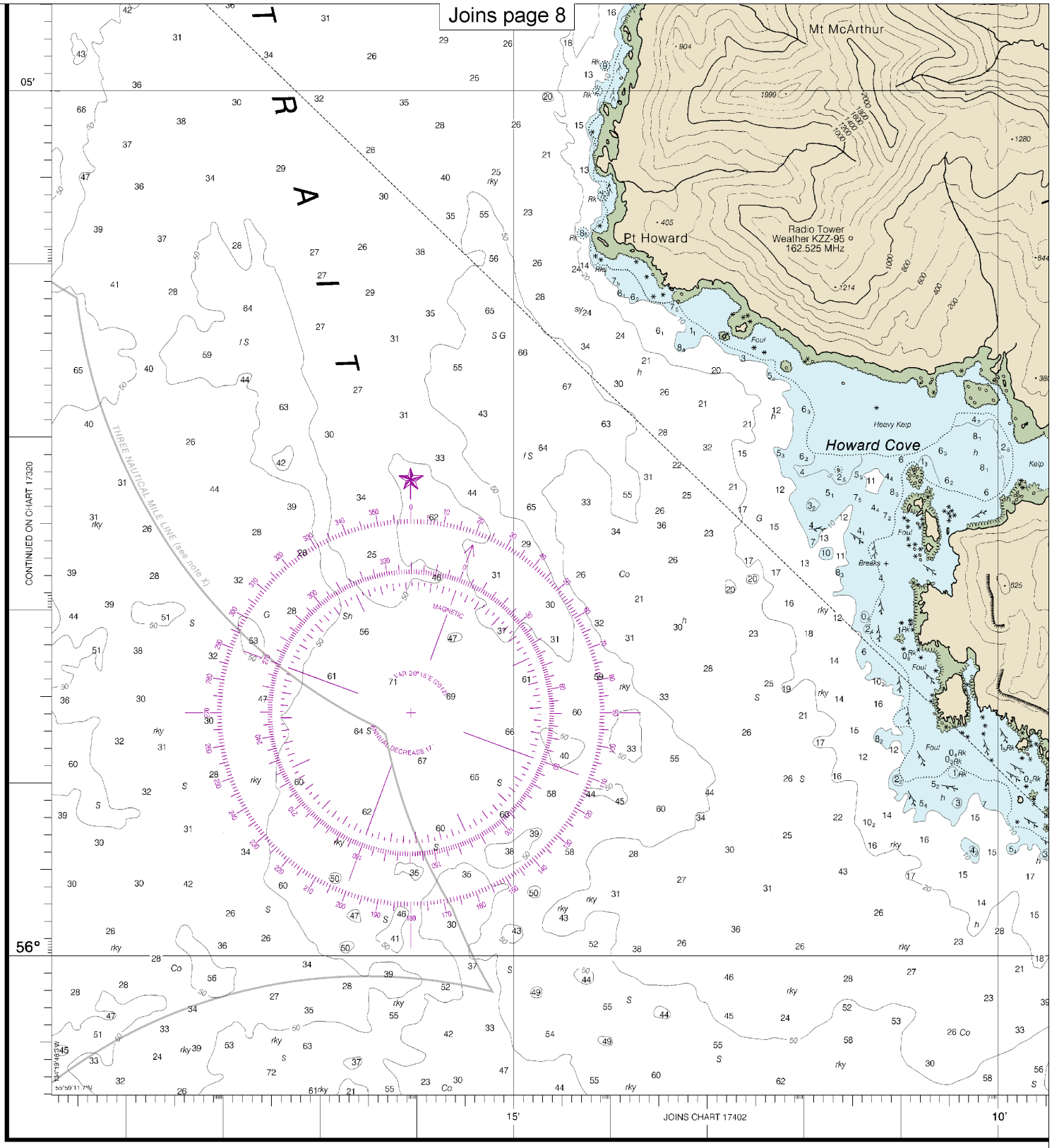
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 7
Joins page 15
JOINS CHART 17387
JOINS CHART 17387
SHAKAN BAY
SHIPLEY BAY
STRAIT
Shakan I
Bluff I
Ruins Pt
Finger Shoal
SHAKAN BAY LT
Fl 4s 25ft 6M
THREE NAUTICAL MILE LINE (see note X)
10'
05'



5th Ed., Sep. 2012

17386

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Last Correction: 5/13/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

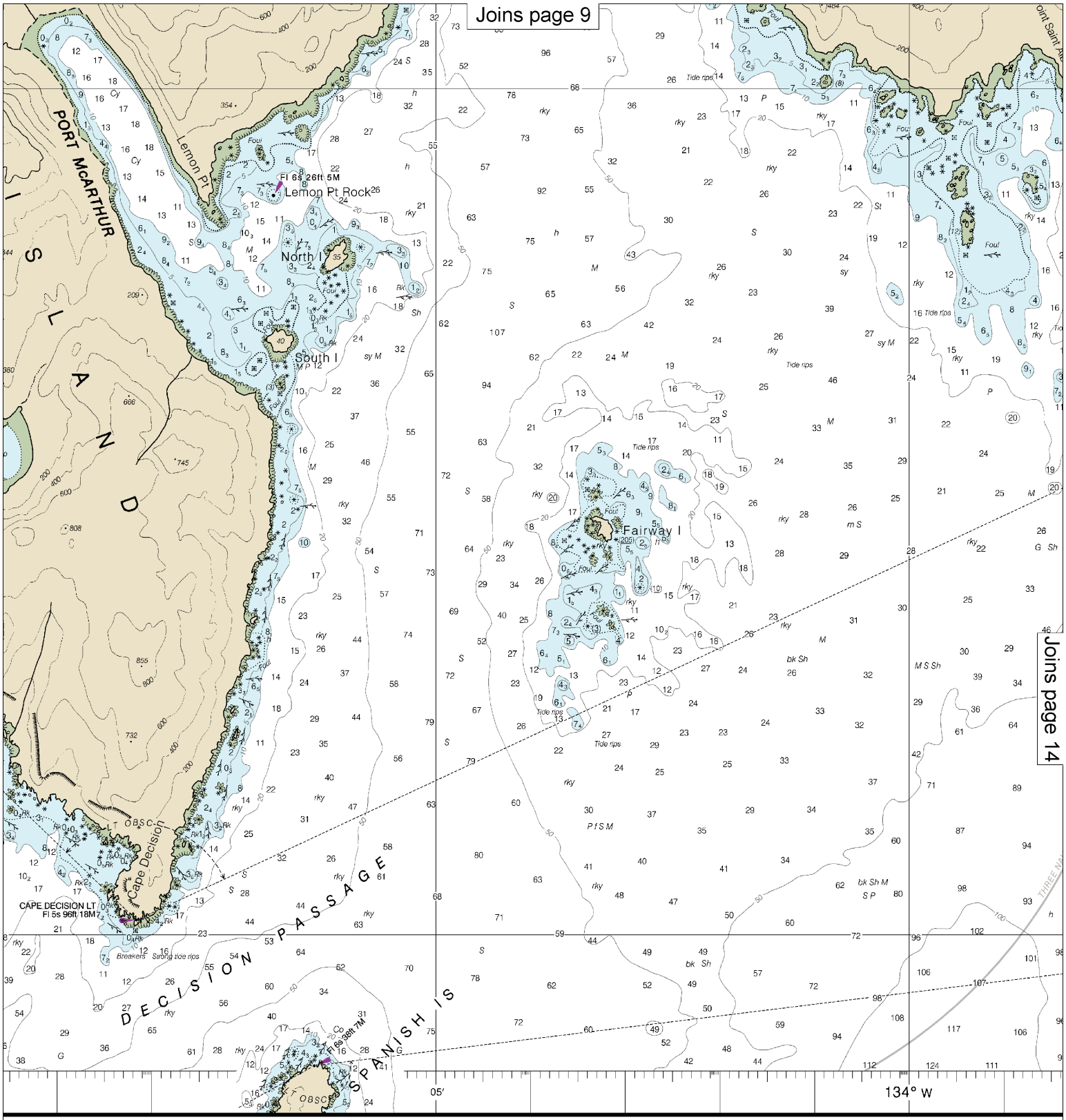
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

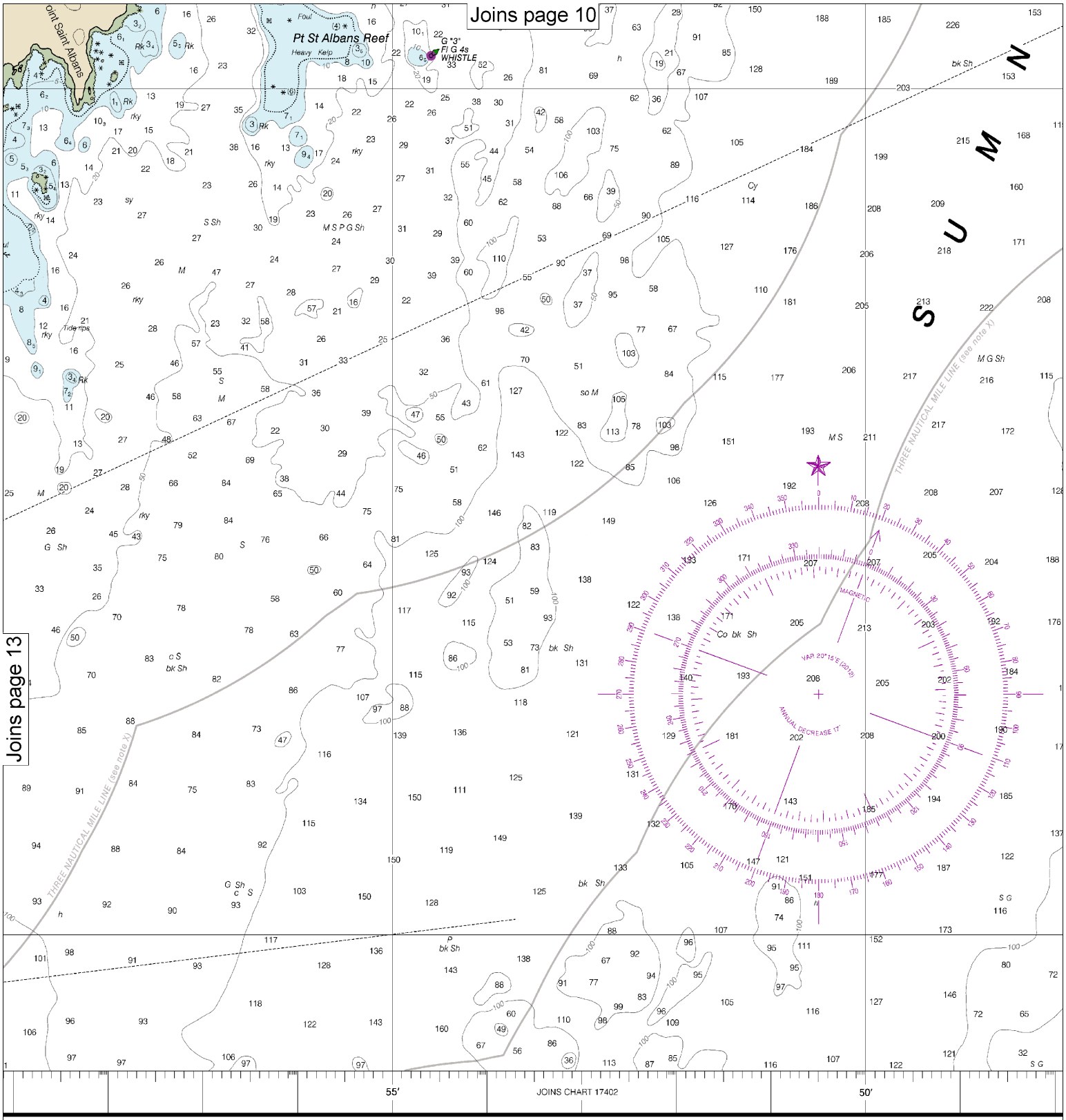
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



SCALE 1:40,000
Nautical Miles
1 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000
Meters
1000 0 1000 2000 3000 4000 5000

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTR
NATIONAL OCEAN SERVICE
COAST SURVEY



, D.C.
OMMERCE
RIC ADMINISTRATION
VICE

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

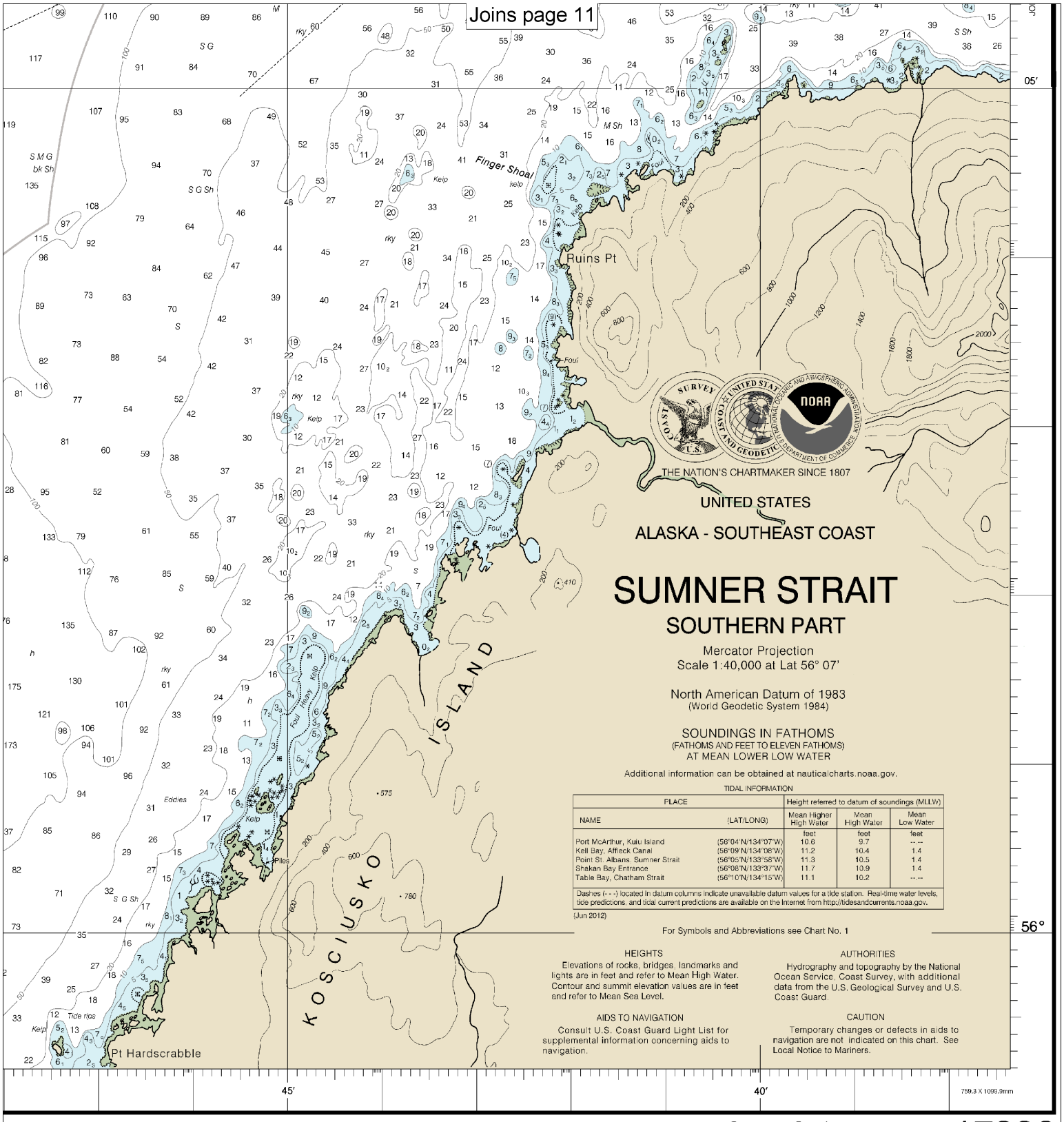
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Finger Shoal
Ruins Pt
KOSCIUSKO ISLAND
Pt Hardscrabble
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES
ALASKA - SOUTHEAST COAST
SUMNER STRAIT
SOUTHERN PART
Mercator Projection
Scale 1:40,000 at Lat 56° 07'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov.
TIDAL INFORMATION
PLACE
NAME
(LAT/LONG)
Height referred to datum of soundings (MLLW)
Mean Higher High Water
Mean High Water
Mean Low Water
feet
Port McArthur, Kuiu Island (56°04'N/134°07'W) 10.6 9.7 -- --
Kell Bay, Affleck Canal (56°09'N/134°08'W) 11.2 10.4 1.4
Point St. Albans, Sumner Strait (56°05'N/133°58'W) 11.3 10.5 1.4
Shakan Bay Entrance (56°08'N/133°37'W) 11.7 10.9 1.4
Table Bay, Chatham Strait (56°10'N/134°15'W) 11.1 10.2 -- --
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jun 2012)
For Symbols and Abbreviations see Chart No. 1
HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Geological Survey and U.S. Coast Guard.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
05'
56°
45'
40'
759.3 X 1099.9mm
FATHOMS
FEET
METERS
Sumner Strait
SOUNDINGS IN FATHOMS - SCALE 1:40,000
17386

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker